

**DRAFT SOLICITATION
SP0600-04-R-XXXX
AIR/SEA Card Program
Questions and Answers for Pre-Solicitation Conference**

Question 1: The Sources Sought says "...the card facilitator will split the invoice between the unit for ancillary purchases and DESC for fuel purchases." Wouldn't there be separate cards (accounts) established for each of these, or would this split process have to be made from the transactions showing on one account?

Answer 1: The transaction itself would be split by the credit card processor (CCP), with the fuel purchases billed to DESC and the ancillary purchases billed to the applicable unit.

Question 2: What NAICS/SIC codes apply?

Answer 2: 522320

Question 3: Will the facilitator work with a bank?

Answer 3: Working with a bank is entirely up to the CCP. The CCP would have the sole responsibility for negotiating with a bank, and all oversight between the prime and their sub contractors belongs to the CCP.

Question 4: Can you please tell me if information sent to DESC in response to this RFI will be made available to other interested vendors?

Answer 4: Yes, all information regarding the sources sought will be made available to all offerors and will be posted on the DESC web page.

Question 5: Who is the incumbent facilitator?

Answer 5: Kropp Holdings, Inc., d/b/a AVCARD, Hunt Valley, MD

Question 6: What is the volume for foreign and domestic purchases?

Answer 6: Includes both foreign and domestic purchases

AIR – FY 03 non-contract 30.6 Million gallons

AIR – FY 03 contract 190.1 Million gallons

SEA – FY 03 non-contract - Will be provided in final solicitation.

SEA - FY 03 contract - Will be provided in final solicitation.

Question 7: What is the dollar volume of fuel purchases?

Answer 7: AIR - FY 03 non-contract \$78.8 million fuel and non-fuel.

AIR – FY 03 contract \$268.7 million fuel and non-fuel.

SEA – FY 03 non contract - Will be provided in final solicitation.

SEA – FY 03 contract -\$272.6M disbursed.

Question 8: What is the dollar volume of ancillary purchases

Answer 8: AIR – FY02 \$16.4M

FY 03 Will be provided in final solicitation.

SEA – DESC does not anticipate ground service coverage.

Question 9: What is the current cost of this program? Cost of transaction processing?

Answer 9: The value of the AIR Card contract for FY 04 is NTE: \$809,690.00 and includes a monthly service fee and transaction costs from contract lifts.

Question 10: Does the government work with a contractor to issue the cards today, if so, who?

Answer 10: The awardee will be responsible for issuing cards.

Question 11: Do you have the post date for the RFP?

Answer 11: The anticipated release date for the solicitation is January 16, 2004.

Question 12: Are the numbers provided only for the AIR Card current operation? (20,000 active cards, 20,000 monthly transactions, 1000 locations?)

Answer 12: Yes. However, SEA Card information will be incorporated into the final solicitation.

Question 13: What are the number of locations that provide fuel outside the United States?

Answer 13: The exact number is an unknown. For information on contract locations, please see the DESC web page at <http://www.desc.dla.mil> for an idea of current contract locations for Into-plane and Bunker contract locations. Considering non-contract as well, it is any potential airport or seaport worldwide.

Question 14: Is there any relation to this procurement the GSA Smart Pay contract?

Answer 14: Only that the fleet card can be utilized to purchase fuel for small and large vessels.

Question 15: When is the anticipated award date?

Answer 15: Currently, the anticipated award date is May 20, 2004.

Question 16: Will this be a set-aside contract of any type?

Answer 16: No, the procurement is being solicited UNRESTRICTED.

Question 17: What is the current contract number, and how is it listed on the DLA electronic reading room for DLA procurement data files?

Answer 17: SP600-00-D-0002. The contract is not listed in the DLA electronic reading room.

Question 18: What data elements do you need to capture?

Answer 18: See Attachment. Clause F56.01 Contract Invoicing Requirements

Question 19: Is the credit card required to be present to complete this transaction at the point of sale or is it typically phoned or faxed in when the fuel is purchased? Please outline the process you go through if possible?

Answer 19: No. The account number and verification by the CCP that the account is valid is sufficient. DESC envisions a "virtual card" concept.

Question 20: The Draft Solicitation, Statement of Objectives, and current Air Card contract use several different terms that appear to refer to the same contractor entity. Is DESC attempting to make any intended distinctions among the following used terms: card facilitator; program contractor; credit card processor; and AIR Card contractor? If so, please better define the distinguishing roles?

Answer 20: The current contract refers to the contractor as the ACC (AIR Card Contractor). This will change to CCP (Credit Card Provider).

Question 21: Explain "no cost card"

Answer 21: DESC does not intend to pay the CCP for on-base usage of the applicable cards. It will be a closed system application where swipe is read by DESC ePOS equipment.

Question 22: What is the potential during this base-option contract period for the pending contractor to assume responsibility for conversion of on-base identaplates to the AIR Card system?

Answer 22: DESC is responsible for the closed system conversion of military installations. However, DESC envisions the use of a credit card on base in lieu of the identaplate, hence the no cost card.

Question 23: What type of contract is envisioned?

Answer 23: A firm fixed price type contract is envisioned.

Question 24: Should a new, combined AIR/SEA Card be adopted, will the pending contractor be responsible for immediate replacement of existing cards in the field or will there be a conversion period?

Answer 24: A conversion period is currently anticipated. Current AIR cards expire September 30, 2004. Since there is no SEA card currently in place, DESC anticipates a quick availability of one post-award.

Question 25: What specifically is the pending contractor's responsibility at DESC Into-Plane locations? Who is responsible for the point-of-sale (POS) readers at these locations?

Answer 25: DESC currently provides POS equipment to Into-plane contractors. The current ACC is responsible for the delivery to and maintenance of POS equipment for Into-plane locations. Once delivered, the Into-plane contractor is responsible for using the equipment for Into-plane contract transactions and keeping the equipment secure.

Question 26: Are electronic signatures now fully accepted as commitments of obligation?

Answer 26: No, only if Controlled Access Cards (CAC) are utilized with Public Key Infrastructure (PKI).

Question 27: Reference is made to the AIR/SEA Card program management office (PMO) and their role in designating one card per plane or vessel under DESC designated AOs. Is this PMO also responsible for coordinating non-DoD (i.e., authorized civilian Federal/State Government activities) or is the pending contractor responsible for that task?

Answer 27: DESC PMO will be responsible for coordination for the issuance of non-DoD cards.

Question 28: In the 4th diagram (non-DESC contract ground services process) there appears to be direct billing of field Account Activity Codes without any interface through DFAS. Is the pending contractor solely responsible for individual accounts deliverable or is there a DFAS role through FAS? Is this direct billing the process for other Federal Government activities involvements as well?

Answer 28: Defense Finance and Accounting Service (DFAS) Operation Locations (OPLOC)s will make the non-fuel payments but not through the DFAS Columbus mega-center. There is no DESC/FAS role in payment for ground services.

Question 29: With the non-preference for GFE, is DESC mandating that CFE meet any particular specification standard? Or is only electronic transactional data standards mandated by the to-be final specification?

Answer 29: All equipment and software must meet applicable standards, i.e., ISO, standards for cards and ePOS equipment.

Question 30: Explain SOO Item #29. The terms reward and penalty imply a monetary arrangement rather than a set of acceptable parameters for performance?

Answer 30: Offerors must provide a self-assessment metric for each objective in the SOO. See L2.34 in the draft solicitation.

Question 31: SOO Item #14 indicates a requirement to maintain data for 6 years, 3 months; however, the Draft Solicitation, Section I1.04(d) mentions 3 years. Request clarification?

Answer 31: The Financial Management Regulation (FMR) requires the successful card CCP maintain all financial data retention records for a period of 6 years, 3 months, and the final solicitation will reflect this requirement.

Question 32: Are the numbers provided in the SOO only for the AIR Card current operations?

Answer 32: Yes. SEA card number will be provided in the final solicitation.

Question 34: What is the Government's definition of "actual lift date"?

Answer 34: The date the fuel was put into the Government aircraft or vessel.

Question 35: How are other Value Added Services priced?

Answer 35: Number 26 of the SOO will be deleted.

Question 36: How will the inclusion of Value Added Services effect the evaluation of a company's technical and price proposal?

Answer 36: Number 26 of the SOO will be deleted.

Question 37: Is the functionality required in the SOO the same for the AIR Card & Seaward?

Answer 37: Yes. The goal is to provide the Government with electronic transactional data.

Question 38: Can the government define "offline processes" as listed in the SOO, Requirement #16?

Answer 38: In the event an electronic means of data capture is not available at the point of sale, a manual system must be made available.

Question 39: What are the required data elements required or desired for Level III fuel transactions as listed in SOO Requirements #11?

Answer 39: See Attachment.

Question 40: What are the contract payment processes and the frequency of payments for non-contract fuel locations?

Answer 40: All payments are made in accordance with the Prompt Payment Act. DESC pays contract vendors directly within 30 days. Non-fuel invoices will be mailed to the accountable official for certification and the appropriate payment office will make payment for the unit.

Question 41: The SOO lists the DESC and “other automated systems”. Can you define what those systems are today or how many other systems are being used today?

Answer 41: DESC interfaces with many other legacy systems. Exact interface requirements will be furnished in the final solicitation.

Question 42: The contract is listed as an unrestricted solicitation, yet lists a NAICS code with restrictive dollar revenue. Is this an unrestricted solicitation?

Answer 42: Yes. The referenced dollar amount is for offerors to use to determine whether they are a small or large business.

Question 43: Who is responsible for the filing process for tax recovery both in the US and Internationally?

Answer 43: DESC is responsible for obtaining tax refunds. However, the CCP will be required to break out and report taxes to DESC for that purpose. Exact format will be provided in final solicitation.

Question 44: The solicitation limits the technical response to 30 pages. Does the 30 pages include the detailed WBS, part performance, quality assurance and value added services?

Answer 44: No. The final solicitation will reflect a total limit of 75 pages, single-spaced, and single-sided.

Question 45: When is the Quality Assurance plan due? Is it part of the proposal or due sometime after award?

Answer 45: The Quality Assurance Plan will be due from the awardee within 60 days after award.

Question 46: Can you define the DOD security requirements that apply to this procurement?

Answer 46: Security requirements will be listed in the final solicitation. See attachment.

Question 47: SOO requirements number 22 talks about recording transactions for various types of fuel operations. Is the contractor required to capture the data when the fuel is obtained by a tanker, bladder, into-truck and other temporary operations or is the requirement to track the fuel being captured when dispensed from these temporary operations or both?

Answer 47: Only to the skin of the aircraft or vessel. Dispensing fuel beyond that point becomes DESC's responsibility.

Question 48: Does the Government anticipate a single award for both programs under this solicitation?

Answer 48: DESC envisions a single CCP to manage a SEA card for bunker purchases and an AIR card for airfield purchases. In the event a CCP can provide a one-card solution, DESC would change the name of the fuel cards and it's programs. The Government is not bound to a single award for both programs.

Question 49: Does the Government anticipate requiring commercial non-contract vendors to provide Level III fuel data?

Answer 49: Yes, to the greatest extent possible.

Question 50: Is the current provider forwarding paper invoices to the DESC for each credit card transaction? If so, how are they reconciled to any electronic record?

Answer 50: Currently, paper invoices are forwarded to the ACC for input purposes. Once in, the ACC forwards hard copies to DFAS Columbus for record retention.

Question 51: Are foreign payments in US dollars or the currency of the country? How is the exchange rate indexed today? Who makes these payments?

Answer 51: All payments made by DESC/DFAS are in US Dollars, however, some vendors require the ACC to pay in local currency.

Question 52: Other than fuel, are there additional items under a contract?

Answer 52: No. DESC contracts for fuel only.

Question 53: What type of agreements have governed the purchasing relationship for ad hoc contingent fuelings at seaports around the world and who has been responsible for negotiating these contracts

Answer 53: DESC Bunkers Branch.

Question 54: Please explain the safety issue referred to in the Statement of Objectives, Background, and History?

Answer 54: The POS equipment purchased for the bunkers program did not meet UL specifications within the fuel environments at a port.

Question 55: Are there unique identifiers for ships similar to tail numbers for aircraft

Answer 55: Ships are identified by name, i.e., USS Constitution vs. tail number.

Question 56: Is each ship linked to a DoDAAC similar to aviation? Do they transfer ships between DoDAACs

Answer 56: Account numbers are linked to a DoDAAC; DoDAAC's are linked to a specific unit or squadron.

Question 57: Are Federal Civilian ships included in the SEA Card program or is it voluntary

Answer 57: Yes, Federal Civilian ships are included on a voluntary basis.

Question 58: Do marine terminals use POS devices? If not, will they be required under this contract

Answer 58: If available and in accordance with safety standards.

Question 59: How many ships are there?

Answer 59: Approximately 200 large vessels.

Question 60: Will the credit cards expire yearly?

Answer 60: No.

Question 61: Is there a list of all worldwide Approving Officials with contact information?

Answer 61: No. This is subject to Privacy Act restrictions.

Question 62: Will SEA Cards be assigned to any foreign militaries?

Answer 62: No.

Question 63: What are the embossing and mag stripe requirements?

Answer 63: See attachment.

Question 64: Are there any special forms required when processing tickets manually?

Answer 64: No. Commercial delivery receipts are acceptable, however, DESC does furnish DD1898 forms for manual transactions to intoplane contractors.

Question 65: Are there any special location and/or price look-up requirements (i.e., AVCARD's Worldwide Locations on the Web site?)

Answer 65: No, there are not special price look up requirements for the ACC. However, there is an order of preference for the military to use, i.e., Military; Contract; Non-contract merchant acceptor; Non-contract, non-merchant acceptor; and Foreign.

Question 66: Are there any security requirements for accessing Web site account management and invoice research?

Answer 66: Yes, there will be some logon and password requirements. See link for security requirements attachment.

Question 67: At this time, has a product code master list been created?

Answer 67: Yes, available on the DESC web page at:
<http://www.desc.dla.mil/DCM/DCMPage.asp?LinkID=DESCCustomerService>

Question 68: At this time, have an estimated number of daily transactions and an average dollar amount of each transaction for credit purposes been calculated?

Answer 68: Annual FY statistics have been provided.

Question 69: Is the vendor today, splitting the aviation fuel and non-fuel?

Answer 69: Yes.

Question 70: On objective 15, how and when are pre-payments handled today?

Answer 70: On a case-by-case basis, in cash, up front is demanded.

Question 71: On objective 16, what does offline mean?

Answer 71: Manual

Question 72: On objective 18, does this mean payment to a foreign country, embassy or DESC?

Answer 72: Yes. Occasionally, a foreign government will submit an invoice for fuel. The CCP will process the transaction either through its own agreement or forward the invoice to DESC-RRF for processing.

Question 73: Explain Objective 19.

Answer 73: Will be explained at conference briefing.

Question 74: For Objective 22, confirm this would not include contract purchases

Answer 74: Could be contract or non-contract location or fuel product.

Question 75: Page 7, clause I1.04 (C) requires minimum labor rates to be determined by the Service Contract Act of 1965 (FAR 52.222-41). Page 10, clause I1.20-1(e)(1) incorporates FAR 52.222-43. These clauses imply that the contractor will only be allowed a one-time contract price adjustment, based on a change in labor rates, at the end of the base period of 5 years, over the full 8-year life of the contract. At the same time, the Dept. of Labor typically adjusts these rates annually, and the contractor will be required to make any necessary labor rate adjustments annually. Is this correct?

Answer 75: The Government seeks a firm fixed price contract that will only allow for increases based on annual Dept of Labor wage determinations and the contractor's substantiation of increase based on previous the immediate year prior labor hours.

Question 76: Page 12 & 13, clause L2.34(b)(1) restricts technical proposal to a maximum of 30 pages. Is this 30 pages total for both sub factors A & B combined, or 30 pages for each? Is there any type size restriction in addition to the page restriction?

Answer 76: No. The page restriction will reflect a total of 75 pages, single-spaced, single sided.

Question 77: Page 14, clause M28.05.100(b)(1) indicates price offer will be discounted using rates in OMB Circular A-94. Can DESC provide a copy of OMB A-94?

Answer 77: A copy is viewable at: <http://www.whitehouse.gov/omb/circulars/a094/a094.pdf>. To determine price reasonableness, OMB circular A-94 is used.

Question 78: Page 14, clause M28.05.100(b)(1) indicates Factor 1 Technical Capability, Factor 2 Pas performance, Factor 3 Subcontracting; "combined are significantly more important than price". Are Factors 1, 2 & 3 each equal in weight for evaluation purposes and if not, what is their individual relative importance for purposes of offer evaluation?

Answer 78: The final solicitation will address the relative importance of each factor.

Question 79: Page 14, clause M28.05.100(c) states "factors described in (b)(2) above". Please clarify.

Answer 79: The final solicitation will clarify the reference to "(b)(2) above".

Question 80: Page 7, Statement of Objectives (SOO) #5, is unclear expect that it appears the government is inappropriately asking for something without payment for services rendered. Please clarify what "miscellaneous ground services...on military installations" would be provided, who or what type of entity would provide these services and how billing for these services is expected to be handled. Are these government (AIR Cardholder) to government (ground service provider) transactions? If not, what are they?

Answer 80: SOO #5 refers to a closed system, internal to the Government. The card will be utilized at no cost for card usage. In the event the military installation wants a merchant agreement, those charges for equipment or ground services are to be outlined with the installation.

Question 81: Page 3; Statement of Objectives, DESC indicates under “current process” that there are 20,000 active AIR cards, with 20,000 transactions per month from about 1000 airfields. Nowhere in the draft is there any indication that these numbers reflect future AIR Card level of effort nor is there any indication of the number of “SEA” cards expected to be issued or the number of transactions expected from the SEA cards. Please clarify level of effort expected for number of AIR cards, number of AIR card transactions and average dollar value of accounts receivable the card processor would hold for purchases. Please provide the same for the “SEA” card.

Answer 81: For AIR Card transactions unknown at this time. For SEA Card – To be determined.

Question 82: Page 7; Statement of Objectives (SOO) #18 is unclear. Please clarify who is purchaser (assume this is an AIR or SEA cardholder, i.e., aircraft or vessel) and who is the seller. Is this a fuel purchase or something else? Are you saying the State Department sells fuel to AIR or SEA cardholders? If yes, whom is the State department buying it from? This seems contradictory to the SOO #1 “Cards for use...at the refueling point”. Please clarify.

Answer 82: At times, the CCP will have to accept foreign government (if they would accept the card for payment purposes). These are situations in which the foreign government or embassy has paid for fuel on behalf of the U.S. Government and the CCP reimburses the foreign government or embassy.

Question 83: Page 7; Statement of Objectives (SOO) #19 is unclear. Please clarify the phrase “1122 Program Fuel Invoices accommodation”. Is there a requirement to issue AIR cards to State and City Law Enforcement Agencies? If yes, what is the estimated number of cards to be issued? What is the number of invoices for the 1122 program estimated to be? What is the number of cards estimated to be issued to Federal Civilians? What is the number of invoices for Federal Civilians estimated to be?

Answer 83: Cards can be issued to any DESC customer, including participants in the 1122 Program and Federal Civilian Agencies. The final solicitation will address actual historical data. This will be covered in the conference brief.

Question 84: Page 7; Statement of Objectives (SOO) #20 is extremely vague. Is there any requirement to handle classified information? Does DESC intend to provide any further information on “all DoD security requirements”? This appears contradictory to the stated “Vision” on page 6 “to move to a totally commercial solution.”

Answer 84: No classified information will be handled by the CCP. The CCP will be required to issue “incognito” cards to certain Government entities working in undercover situations. If DESC uses “commercial” practices, it is a requirement that DESC meet all DoD security requirements. The final solicitation will address all security requirements.

Question 85: Page 7; Statement of Objectives (SOO) #30 implies that failure to provide all 30 SOO’s would render an offer non-responsive. Is this correct? If not, is there any individual SOO or group of SOO’s that must be provided for an offer to be considered responsive?

Answer 85: In order for an offer to be considered responsive, all the elements listed in the SOO must be addressed, and weaknesses in technical proposals will be addressed. The final solicitation will address evaluation criteria and factors.

Question 86: Page 7, Statement of Objectives (SOO) #4, does DESC really want a completely “separate invoice” for taxes or for taxes to be listed separately on the fuel &/or ground service invoice? If “separate” tax invoice is required, is this a separate invoice for federal taxes and another invoice for state taxes?

Answer 86: The CCP will be required to report all taxes to DESC/DFAS-CO in a format in and of itself, preferably in an electronic spreadsheet format with taxes shown separately. Submission requirements will be provided in the final solicitation.

Question 87: Page 7, Statement of Objectives (SOO) #29 asks for “a single fuel card solution” but elsewhere it is indicated that the “SEA” card would be issued to vessels and “AIR” cards to aircraft. Does DESC desire a combined AIR/SEA card that will work at airfields and seaports without restriction (e.g. a sailor could take his SEA card to an airport and make purchases of avgas or a pilot could take his AIR Card and purchase bunkers)? Or does DESC desire a single card processor/facilitator to manage a SEA card for bunker purchases and an AIR card for airfield purchases?

Answer 87: DESC envisions a single CCP to manage a single card for bunker purchases and airfield purchases. In the event a CCP can provide a one-card solution, DESC would change the name of the fuel cards and its programs. However, the Government is not bound to a single award for both programs.

Question 88: Page 7, Statement of Objectives (SOO) #1 and elsewhere in the document DESC clearly indicates the preference of no GFE. However, DESC has already purchased either AIR Card imprinters or epos devices for all into-plane contract locations. What is the planned disposition of these devices? Will they be made available to the successful contractor? If yes, at what cost, if any? Will the existing into-plane contract/AIR Card epos devices revert without cost to the incumbent AIR Card contractor (in other words, has DESC already advantaged the incumbent by providing these GFE epos devices)?

Answer 88: Current POS equipment was purchased by DESC. The ACC has been responsible for the distribution and maintenance of the equipment to users. All GFE will become the property of the current ACC at the end of the contract term. DESC does not intend to provide any equipment for the follow on contract.

Question 89: Does the Government pay a percentage on the amount settled with a merchant, as is done Commercially?

Answer 89: No, the Government will not pay a percentage of cost to a contractor.

Question 90: Will there be, for example, a 10% administrative fee for ground service transactions?

Answer 90: No.

Question 91: Will the contractor be responsible for the trading of fuel?

Answer 91: No. DESC is responsible for negotiating replacement in kind and foreign exchange agreements, and if the cards are used at these locations, it is only as an identification card – not a credit instrument. There is no preclusion to prevent the credit card processor from being a re-seller of fuel or major supplier under this contract. Pre-payments are occasionally necessary with some countries that demand a cash advance prior to refueling, or special financing requirements, and DESC may request assistance from the CCP.

Question 92: What about demurrage?

Answer 92: DESC currently pays demurrage charges on contract transactions for waiting time, or reasons beyond the control of the supplier, and DESC subsequently passes these charges onto the incurring unit for payment.

Question 93: Will there be a special look up for locations?

Answer 93: DESC expects the CCP to have an internet website for cardholders to access current refueling locations as well as identifying all DESC Bunker and Into-plane contract sites. DESC Bunker and Into-plane contract locations are also available at:
<http://www.desc.dla.mil/DCM/DCMPage.asp?LinkID=DESCContractBulletins> .

Question 94: Does the POS equipment currently in use belong to the Government or the Contractor?

Answer 94: Currently, electronic POS equipment that was provided to domestic into-plane contractors was paid for by the Government, but it is owned and maintained by the current contractor. DESC prefers the use of a commercial solution and does not intend to provide any hardware for commercial data capture purposes.

Question 95: The current AIR Card contractor performs duties not listed in the SOO. Will all requirements be listed in the final solicitation SOO?

Answer 95: Yes.

Question 96: Will DESC Into-plane work be continued?

Answer 96: Yes.

Question 97: Will the CCP be expected to provide logistic support to DESC Regional Offices and/or the Joint Petroleum Office(s) (JPO) during and for research during contingency times?

Answer 97: Yes.

Question 98: Is each ship account linked to a DoDAAC?

Answer 98: Each ship has a name and DoDAAC. The billing construct is no different than that of the AIR Card.

Question 99: What are the different scenarios where a card might be used?

Answer 99: The cards are used as identification cards at both contract locations and military installations. Additionally, the cards can be used as a credit card at non-contract locations where the CCP reimburses the merchant and invoices DESC or the home station directly.

There are some differences between contract and non-contract location transactions. The CCP will be expected to perform some back office work for contract locations. This will be explained in the SOO.

Question 100: What is the number of active military and civilian aircraft?

Answer 100: There are approximately 25,000 cards issued today; 20,000 military and 500 federal civilian aircraft respectively.

Question 101: What is the annual float a CCP would have to bear?

Answer 101: Please see estimates provided in the historical data by fiscal year to make your own determination.

Question 102: How and how frequently does DESC pay for these services?

Answer 102: Currently, AIR Card invoices are forwarded to DESC on a weekly basis, and DFAS Columbus pays in arrears on a 30-day cycle in accordance with the Prompt Payment Act.

Question 103: Does DESC envision a significant scope increase based on the A-94?

Answer 103: No.

Question 104: What are the risk factors for the CCP if a world war breaks out?

Answer 104: Contract locations may be added. The CCP may be asked to make quick arrangements for the placement of new merchant agreements. The number of transactions will more than likely increase.

Question 105: Does DESC have anything currently available for approve/challenge?

Answer 105: DESC currently has the Fuels Automated System Enterprise Server (FES). However, the challenge and review functionality is currently not available. DESC customers want a one-stop viewing of transactional data and if a link from FES to the CCP's database is available, that meets the requirement.

Question 106: Is there a validation for contract transactions?

Answer 106: Yes. DESC utilizes an Economic Price Adjustment (EPA) clause that pertains to into-plane and bunker contractors, which means contract prices change potentially on a weekly basis. The CCP has no dealings with the fuel prices submitted by these contractors. These transactions are fed into the Automated Voucher Examining Data System (AVEDS) to ensure correct price is applied to contractor invoices.

Question 107: Regarding Government owned equipment, does CCP ever know about military to military transactions?

Answer 107: No. Those transactions are performed in a closed loop system and the CCP has no visibility of them.

Question 108: Are the following scenarios that the CCP will have to provide DESC with either 1) nothing, 2) data only, or 3) data and money valid?

Answer 108: Yes. 1. DESC to military or military to military; no action required by CCP. 2. Into-plane and Bunker fuel contracts; data transfer only. 3. Local Purchases, non-contract locations; transaction data transfer to DESC, reimbursement to vendor, and fuel invoice to DESC. Non-fuel transactions, same as above except, non-fuel invoice to home station payment office.

Question 109: What are the number of transactions and value of average transactions?

Answer 109: There are approximately 20,000 transactions each month, and approximately 1500 Bunker transactions completed through a manual process.

Question 110: What is the split of contract and non-contract transactions, and how much historical data will DESC provide?

Answer 110: For SEA Card - contract 90% / non-contract 10%
For AIR Card - contract 75% / non-contract 25%
DESC will provide at a minimum, data from the last two fiscal years.

Question 111: What is the average ground services ticket totals?

Answer 111: Please refer to historical data provided in final solicitation.

Question 112: Is real time connectivity important?

Answer 112: In order to better assist the war-fighter, DESC would like to get as close as possible to "real time" connectivity.

Question 113: How many contract /non-contract bunker transactions are there? Are contract locations negotiated?

Answer 113: There were approximately 3,000 contract and 300 non-contract bunker transactions in FY 03. All contract location transactions are negotiated in advance by DESC. Historical bunker lift data will be provided in the solicitation.

Question 114: Is there any "back office work" that is required under bunker contact locations?

Answer 114: Yes. Back office work will be similar to that for the AIR Card. For example, pre-arrangements may be necessary.

Question 115: Of the \$809,000 currently being paid for AIR Card, how much is transactional?

Answer: Transaction processing equates for approximately \$255,000, and the remaining and the remaining \$554,000 for support services provided. DESC prefers a firm fixed price scenario with non-monetary incentives and monetary penalties.

Question 116: Please clarify equipment requirements.

Answer: See Answer 94.

Question 117: Are terminals OCONUS Government owned?

Answer 117: Several overseas terminals are owned by the military services or foreign governments. Some are operated by contractors or foreign government entities, and some by the military services. All terminals that store DESC product manage their inventory levels through FAS. Furthermore, DESC does not currently interface with any commercial terminals. The use of a fuel card at these "capitalized" sites will be for identification purposes only and end use billing, and does not affect the CCP. DESC prefers all transactions be electronic.

Question 118: Please clarify date formats/structures.

Answer 118: The CCP will be required to utilize multiple date formats on each transaction, including but not limited to: a. event date of the transaction (exactly when the fuel was received), and b. date posted to the file (the date a transaction is actually recorded, not necessarily when the fuel was received. If for example, a policy is created at DESC where beginning on 01 October, DESC will process ancillary charges then a comparison of when the transaction occurred rather than when the transaction posted should be checked. This is because transactions don't necessarily post in a timely manner, and we are required to differentiate between fiscal year transactions for the accounts. .

Question 119: What is the definition of Level III Data?

Answer 119: The definition of Level III Data will be included in the “Definitions” of the solicitation.

Question 120: Who actually files for tax refunds?

Answer 120: DESC is responsible for filing for tax refunds, based on information received from the CCP.

Question 121: What type of equipment does DESC envision using?

Answer 121: See Question 94

Question 122: Will the contractor be expected to obtain Level III data prior to sending data to DESC?

Answer 122: Yes. See the solicitation for definition of Level III data.

Question 123: How does DESC handle ground service transactions?

Answer 123: On any and all transactions, the CCP is expected to split the fuel purchases from the non-fuel purchases – forward all fuel purchases to DESC for payment and route the non-fuel purchases to the home station payment office.

Question 124: Will the CCP be expected to link with multiple legacy systems?

Answer 124: No. DESC provides the feeds to the customers’ legacy systems.

Question 125: Does the current contractor do everything listed on the SOO?

Answer 125: Yes.

Question 126: Will the CCP be responsible for ship-to-ship transactions?

Answer 126: If the ship-to-ship transaction is made off a bunker contract or from a commercial port, then the CCP will route that transaction to DESC. At a military installation, the data will be captured through FAS without CCP involvement.

Question 127: Are the SEA Card ground service transactions treated the same as the AIR Card ground transactions?

Answer 127: The only “service” foreseen under the SEA Card would be related to the refueling effort, such as, backhaul charges, overtime or call out fees, and demurrage charges. No other purchases are authorized.

Question 128: How are in-flight transactions being handled?

Answer 128: In-flight transactions are not associated with the CCP.

Question 129: Will DESC owned stock sea refuelings be done by the CCP?

Answer 129: No. These transactions will be similar to the AIR lifts at military installations, i.e., in a closed system.

Question 130: Have the services requested any additional information above Level III?

Answer 130: No.

Question 131: Can a contractor submit a proposal on the aviation fuel purchases in lieu of a proposal for both the AIR and SEA Card?

Answer: Yes. Offerors may submit a proposal on AIR Card only to cover aviation fuel and ground service purchases. Offerors can also combine all requirements to offer a one-card solution for AIR and SEA Card or a dual card solution, one for aviation and one for vessels, or offerors could offer on the SEA Card separately. The government has reserved the right to award a single or multiple contract awards under this solicitation.